



DEPARTMENT OF THE NAVY  
USS MIDWAY (CV 41)  
FPO SAN FRANCISCO 96631-2710

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From: Commanding Officer, USS MIDWAY (CV 41)  
To: Chief of Naval Operations (OP-0502)

Subj: COMMAND HISTORY (OPNAV REPORT 5750-1)

Ref: (a) OPNAVINST 5750.12D

Encl: (1) USS MIDWAY Command History for Calendar Year 1986

1. Enclosure (1) is forwarded per reference (a).

  
R. D. MIXSON

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USS MIDWAY (CV-41)  
COMMAND HISTORY 1986  
CAPTAIN R. D. MIXSON, USN  
COMMANDING

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PART I

BASIC HISTORY 1986

A.(U) Command Organization.

1.(U) Commanding Officer, USS MIDWAY (CV-41):

Captain R. D. MIXSON, USN, (b) (6) 1310; Commanding Officer from 01 January 1986 to 31 December 1986.

2.(U) Commander Air Wing FIVE (CVW-5) embarked:

1986. Commander T. R. BEARD, from 1 January 1986 to 11 April

December 1986. Commander M. L. BOWMAN, from 11 April 1986 to 31

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B.(U) Summary of Operations.

1.(U) Synopsis:

SCHEDULE

1 JAN 1986 - 31 December 1986

01-16 January: Inport Yokosuka, Japan

13-24 January: COPE THUNDER 86-3 for CVW-5.

14 January: Visit by Vice Admiral Tameo OKI, JMSDF, Commandant Yokosuka District; Vice Admiral Nagakazu NOOZU, JMSDF, Commander Fleet Escort Flotilla FOUR; and Vice Admiral Sadaomi SUE, JMSDF, Commander Fleet Submarine Force.

17 January: Visit by Major General Akio SUZUKI, JASDF, Air Defense Command.

17-21 January: TIGER CRUISE 86, operations and transit Philippine and South China Seas en route Subic Bay, Philippines.

18 January: BUSY CUSTOMER 86-2H with USAF B-52 aircraft.

22-30 January: Inport Subic Bay, Philippines.

31 January-03 February: Operations in Subic Oparea and South China Sea.

31 January: F-4S Phantom SWITCHBOX 216 from Fighter Squadron VF-151 completes 300,000 trap aboard MIDWAY.

03-04 February: Anchored Subic Bay, Philippines.

04-16 February: Continued training in the South China Sea.

07 February: READIEX BRAVO 86-1.

09-10 February: MULTIPLEX 86-2.

12 February: MISSILEX 86-1. HS-12 SH-3H SPEARGUN 610 ditched at sea. Aircrew rescued.

13-14 February: COPE THUNDER 86-4 for CVW-5.

14 February: Commander Michael B. NORDEEN relieves Captain W.T.T. HOOD as MIDWAY Executive Officer.

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16 February: -INCHOPEX and TURNOVER with ENTERPRISE (CVN-65) and Battle Group FOXTROT.

17-19 February: Operations and transit of South China Sea and Gulf of Thailand en route Pattaya, Thailand.

19 February: Visit by General Prem TINSULANONDA, Prime Minister of Thailand, General Arthit KAMLANG-EK, Royal Thai Army, Supreme Commander of the Royal Thai Armed Forces, Air Chief Marshal Prapan DHUPATEMIYA, Commander in Chief, Royal Thai Air Force, Admiral Nipon SIRIDHARA, Commander in Chief, Royal Thai Navy, and Honorable William BROWN, U.S. Ambassador to Thailand.

20-26 February: Anchored Pattaya, Thailand.

27 February: Visit by Admiral Tada DITBANJONG, Royal Thai Navy, Commander in Chief Royal Thai Fleet.

27 February-05 March: Operations and Transit Gulf of Thailand, South China Sea, and East China Sea en route Okinawa oparea.

06-07 March: Operations with ARG ALFA vicinity of Okinawa.

07-24 March: TEAM SPIRIT 86.

08-10 March: Transit East China Sea and Tsushima Strait en route Pusan, Republic of Korea.

11-14 March: Anchored Pusan, Republic of Korea.

12 March: HS-12 SH-3H Helo Dipping Sonar Demo for ROKN and visit by Mr. Chae-Jin CHUNG, Mayor of Pusan; Lieutenant General Guen-Mu YO, ROKA, Logistics Commander; and Rear Admiral Hack-Ok KIM, ROKN, Commander Third Fleet.

15-25 March: Operations and Transit Tsushima Strait, Yellow Sea and Sea of Japan en route Sasebo, Japan.

16 March: Command Personnel Inspection.

20 March: Visit by Vice Admiral Paul F. MCCARTHY, USN, Commander Seventh Fleet.

23 March: Visit by General Jin Kwon CHUNG, ROKA, Chairman Joint Chiefs of Staff; General Hee Do Park, ROKA, Chief of Staff, Republic of Korea Army; Vice Admiral Yong Kun CHONG, ROKN, First Vice Chief of Naval Operations; and Lieutenant General Dong Yul SUH, ROKAF, Vice Chief of Staff, Republic of Korea Air Force.

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24-25 March: CVW-5 FLY OFF.

25 March: F-4S Phantom SWITCHBOX 210 from CVW-5 Fighter Squadron VF-151 records last catapult shot of F-4 aircraft.

25-27 March: Anchored Sasebo, Japan. Weapons Offload.

28-29 March: Transit of Tsushima Strait and North Philippine Sea en route Yokosuka, Japan.

30 March: Return to Yokosuka, Japan and enter Dry Dock No. 6.

02 April: Shinto Priest ceremony aboard MIDWAY.

03 April: MIDWAY placed on the blocks in Yokosuka Dry Dock No. 6.

03 April: Extended Incremental Selective Restrictive Availability 86-210 (EISRA 86-210) begins.

07 April: An EA-6B Prowler from CVW-5 VAQ-136 crashed in the North Philippine Sea. All crewmembers successfully recovered.

11 April: Commander Michael L. BOWMAN relieves Commander Timothy R. BEARD as Commander Air Wing FIVE.

19 April: Visit by Rear Admiral W. Ivan LEWIS, USN, Commander Navy Logistics Force U.S. Pacific Fleet.

30 April: Visit by Vice Admiral James E. SERVICE, USN, Commander Naval Air Forces U.S. Pacific Fleet.

01 May: Visit by Rear Admiral Roger L. RICH, USN, Commander Antisubmarine Warfare Wing, U.S. Pacific Fleet.

07-24 May: COPE THUNDER 86-6 (VAW-115 only).

12 May: Transpac to CONUS of 47 CVW-5 A-7E/F-4S aircraft from Attack Squadrons VA-56 and VA-93, and Fighter Squadrons VF-151 and VF-161 is completed.

20 May: CVW-5 Attack Squadrons VA-56 and VA-93 shift homeport to NAS Lemoore CA.

03 June: Visit by Rear Admiral Dale N. HAGEN, USN, Commander, Naval Intelligence Command.

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15 June: Hornet Stand-Up Ceremony for CVW-5 new Strike Fighter Squadrons 151 and 161 at NAS Lemoore CA.

16 June: Rear Admiral James D. COSSEY, Commander, Naval Forces Japan addresses the crew at morning quarters.

30 June: Visit by Rear Admiral E. Inman CARMICHAEL, Commander, Fleet Air Force Western Pacific.

01 July: Strike Fighter Squadron 192 (VFA-192) and Strike Fighter Squadron 195 (VFA-195) assigned CVW-5/Atsugi NAF as new homeport.

07 July: Vice Admiral Paul F. MCCARTHY, USN, Commander Seventh Fleet, addresses the crew at morning quarters and Rear Admiral Dennis M. BROOKS, USN, Prospective Commander Carrier Group 5/CTF 70 visits MIDWAY.

09 July: Rope Yarn Gala for the crew and dependents with Country and Western Singer Ms. Tanya TUCKER.

10 July: Four EA-6B Prowlers from VAQ-136 depart NAF Atsugi for Whidbey Island, WA for conversion to ICAP II.

11 July: Vice Admiral K. KOGA, JMSDF, Commander in Chief, Self Defense Fleet; Vice Admiral S. SUE, JMSDF, Commander, Fleet Submarine Force; Rear Admiral A. KANDA, JMSDF, Commanding Officer, Repair Facility Yokosuka with JMSDF members from Operational Development Group, Air Development Squadron 51, Fleet Air Force, Patrol Squadron 3 and CINCSDFLT visit MIDWAY.

16 July: Rear Admiral Dennis M. BROOKS, USN, relieves Rear Admiral Lewis W. CHATHAM, USN as Commander Carrier Group Five/Commander Task Force 70 in ceremonies at Cubi Pt, Philippines.

23 July: Rear Admiral D. P. ROANE, USN, Commander Naval Sea Systems Command visits MIDWAY.

5 August: Visit by Vice Admiral James LYONS, USN, Commander in Chief, Pacific Fleet.

7 August: Visit by Vice Admiral James E. SERVICE, USN, Commander Naval Air Pacific and Rear Admiral D.T. SCHWAAB, USN, OPNAV 55 to attend MIDWAY EISRA 86 Progress/Planning meeting.

19 August: Visit by Lieutenant General Charles W. DYKE, USA, Commander U.S. Army, Japan/IX CORPS.

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26 August: Commenced flooding Dry Dock 6.

29 August: MIDWAY floated with Dry Dock 6 flooding complete.

31 August: Decommissioning of CVW-5 Attack Squadrons VA-93 and VA-56 after 34 years of dedicated service.

08 September: Engineering Department Lite off exam completed with fires lit in Nr 3B boiler.

18 September: Visit by Rear Admiral C. R. MCGRAIL, USN, former MIDWAY Commanding Officer.

19 September: Visit by Rear Admiral William O. STUDEMAN, USN, Director of Naval Intelligence.

24 September: Visit by Lieutenant General TIXIER, USAF, Commander U. S. Forces Japan.

04 October: Crew move aboard completed.

07 October: Visit by Mr. Ben Davidson, former Oakland Raiders professional football and movie star.

14 October: Fast Cruise.

15-16 October: Phase I of crew certification.

16-17 October: Fast cruise.

23 October: Shift to berth 12. Return visit by Vice Admiral James E. SERVICE, USN, Commander Naval Air Pacific.

23-25 October: Fast cruise and Crew Certification phase II.

25 October: Reassignment of CVW-5 Strike Fighter Squadron One Six One (Ex VF-161) to Lemoore, CA.

28 October-02 November: Dock Trials.

03-04 November: Transited the Northern Philippine Sea for Sea Trials.

05-18 November: Inport Yokosuka, Japan.

12 November: Berth shift to Dry Dock 6 to complete Incline Experiment.

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18 November: Underway for anchorage in Uraga Suido, Tokyo Bay.

19-21 November: Resumed Sea Trials in Northern Philippine Sea.

22-27 November: Inport Yokosuka, Japan.

26 November: EISRA 86-210 ends.

28 November-05 December: Transited the Northern Philippine Sea for Catapult/Automatic Carrier Landing System Flight Certification Operations.

28 November: First F/A-18 Hornet (CHIPPY Nr 100) lands aboard MIDWAY.

06-09 December: Inport Yokosuka, Japan.

09 December: Seventh Fleet Change of Command ceremony aboard MIDWAY.

10-11 December: Transited the Northern Philippine Sea and East China Sea en route Sasebo, Japan.

12-14 December: Anchored Sasebo, Japan for Weapons onload.

15-16 December: Transited the East China Sea and North Philippine Sea en route Yokosuka, Japan.

17-31 December: Inport Yokosuka, Japan.

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2. ~~(C)~~ FULL TEXT:

MIDWAY began 1986 continuing upkeep and crew rest inport Yokosuka. While inport on 14 January Vice Admiral Tameo OKI, JMSDF, Commandant Yokosuka District; Vice Admiral Nagakazu NOOZU, JMSDF, Commander Fleet Escort Flotilla FOUR; Vice Admiral Sadaomi SUE, JMSDF, Commander Fleet Submarine Force, and staff members visited MIDWAY for tours and briefings on CV air operations.

On 17 January the ship got underway embarking 37 individuals for TIGER CRUISE 86 and transit of the Philippine and South China Seas en route Subic Bay, Philippines. On that date MIDWAY hosted Major General Akio SUZUKI, JASDF, Air Defense Command for briefings on carrier air operations. During the transit MIDWAY/CVW-5 participated in BUSY CUSTOMER 86-2H with USAF B-52 aircraft. Arriving in Subic Bay on 22 January MIDWAY and CVW-5 commenced a busy 9 day port visit that included a wrap up to COPE THUNDER 86-3 conducted 13-24 January. CVW-5 assets deployed to Cubi Point NAS in early January to participate in this joint exercise with the USAF.

MIDWAY departed Subic on 31 January for Air Wing refresher operations and carrier qualifications in the Subic Oparea. On that day Attack Squadron VF-151 Pilot Lieutenant Commander Jon SNYDER and RIO, Lieutenant Commander Tom GLASER made the 300,000 trap aboard MIDWAY in F-4S Phantom SWITCHBOX 206.

From 03 to 04 February MIDWAY anchored in Subic Bay to onload the remainder of CVW-5 Det Cubi Point personnel and equipment used in carrier qualifications for the Air Wing.

The ship resumed operations in the South China Sea on 04 February. READIEX BRAVO 86-1 was conducted on 07 February followed by MULTIPLEX 86-2 on 09 and 10 February. MIDWAY conducted MISSILEX 86-1 on 12 February using a RIM-7 Sea Sparrow missile shot from the starboard BPDMS launcher to successfully hit a target drone. Also on that day HS-12 helo crews rescued the crew of SPEARGUN 610 which ditched into the sea because of mechanical problems. COPE THUNDER 86-4 with the USAF was conducted 13-14 February. Also on 14 February, Captain Michael B. NORDEEN, USN, relieved Captain W.T.T. HOOD, USN, as MIDWAY's Executive Officer. While transiting the South China Sea en route Thailand on 16 February an INCHOPEX and TURNOVER with Battle Group Foxtrot and ENTERPRISE was conducted in preparation for BG Foxtrot's Indian Ocean deployment.

On 19 February the Prime Minister of Thailand, General Prem

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TINSULANONDA, and an official party of senior military officials including General Arthit KAMLANG-EK, RTA, Supreme Commander of the Royal Thai Armed Forces; Air Chief Marshal Prapan DHUPATEMIYA, Commander in Chief, Royal Thai Air Force; Admiral Nipon SIRIDHARA, Commander in Chief, Royal Thai Navy; and Honorable William BROWN, U.S. Ambassador to Thailand, visited MIDWAY for tours and air demo in the Gulf of Thailand. The following day, 20 February, MIDWAY anchored off Pattaya Beach, Thailand for a 7 day port visit.

MIDWAY departed Pattaya on 27 February en route the Okinawa Oparea and TEAM SPIRIT 86. On 27 February MIDWAY hosted a visit by Admiral Tada DITBANJONG, Royal Thai Navy, Commander in Chief Royal Thai Fleet.

March began with each department preparing for a Command ADMAT Inspection to be conducted later that month. On 6 March MIDWAY rendezvoused with NEW ORLEANS and ARG ALFA in the vicinity of Okinawa and began combined work-ups for TEAM SPIRIT 86 which MIDWAY participated in from 07-24 March. TEAM SPIRIT again involved about 200,000 U.S. Navy, Marine Corps, Army and Air Force personnel operating with ROK Forces. The objectives of TEAM SPIRIT were to exercise, train and evaluate participating commanders, staffs, and forces in the techniques and procedures for the defense of the Republic of Korea.

On 09 March Battle Group ALFA and ARG ALFA commenced a combined transit of the East China Sea and Tsushima Strait en route Republic of Korea. On 10 March a KOMAREX was conducted with Navy Special Warfare PT's from Fleet Activities Sasebo in the Tsushima Strait.

MIDWAY arrived 11 March for its first port visit in over 14 months to Pusan, Republic of Korea. The following day, 12 March, HS-12 conducted a Dipping Sonar Demonstration for the ROKN. Also on that date the Mayor of Pusan, Mr. Chae-Jin CHUNG; Lieutenant General Guen-Mu YU, ROKA, Logistics Commander and Rear Admiral Hack-Ok KIM, ROKN, Commander Third Fleet attended a luncheon aboard MIDWAY hosted by CTF Seven Zero.

The ship departed Pusan on 15 March to resume TEAM SPIRIT 86. During this at sea period a number of departments were inspected for the Command ADMAT Inspection. On 16 March a large-scale personnel inspection of MIDWAY crewmembers was conducted by Battle Force Seventh Fleet, Rear Admiral W. Lewis CHATHAM, USN and other senior CTF 70 staff members. Overall results of the inspection were outstanding.

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Intensive Sea of Japan operations were conducted between 18-20 March. Soviet air reconnaissance of MIDWAY and Battle Group ALFA was near continuous. On 20 March while MIDWAY was operating in close proximity to BLUE RIDGE, Vice Admiral Paul F. MCCARTHY, USN, Commander Seventh Fleet seized the opportunity to visit MIDWAY and CTF Seven Zero for TEAM SPIRIT 86 discussions.

A visit aboard MIDWAY by General Jin Kwon CHUNG, ROKA, Chairman Joint Chiefs of Staff, Republic of Korea; General Hee Do PARK, ROKA, Chief of Staff, Republic of Korea Army; Vice Admiral Yong Kun CHONG, ROKN, First Vice Chief of Naval Operations, Republic of Korea; and Lieutenant General Dong Yul SUH, ROKAF, Vice Chief of Staff, Republic of Korea Air Force, took place 23 March during TEAM SPIRIT operations in the Yellow Sea.

An era in aviation history came to an end on 24 March as aircraft from four CVW-5 squadrons (VA-93, VA-56, VF-151, and VF-161) made their final launch from MIDWAY's flight deck. The F-4S's of VF-151 and VF-161 were the last remaining Phantoms in the Navy's inventory serving aboard its 13 operational aircraft carriers. RAVEN 300 from Attack Squadron VA-93 and SWITCHBOX 210 from Fighter Squadron VF-151 were the last A-7E Corsair and F-4S Phantom respectively to catapult off MIDWAY's bow. This was also the last catapult of an F-4S from a carrier in the U.S. Navy. Carrier Air Wing FIVE was slated to receive the Navy's newest and most sophisticated aircraft, the F/A-18 Hornet, following modifications to MIDWAY during its next yard period.

On 25 March MIDWAY anchored in Sasebo, Japan for weapons off-load and staging operations associated with the commencement of Extended Incremental Selected Restrictive Availability (EISRA 86-210) upon MIDWAY's return to Yokosuka. The ship departed Sasebo on 28 March en route Yokosuka.

MIDWAY arrived in Yokosuka after a 75 day deployment on Easter Sunday the 30th of March and pulled directly into Dry Dock No. 6 to begin one of the most ambitious work packages in its 40-year history, EISRA 86-210. Offload of accessories and equipment began almost immediately from MIDWAY to the ex-USNS HUGH J. GAFFEY, which arrived in Yokosuka on 15 December 1985 after being towed by a Navy oceangoing tug across the Pacific Ocean. The 608-foot GAFFEY, a former World War II troop transport ship, was to be the new location of 1,800 MIDWAY crewmembers and the majority of department offices during the EISRA. The crew's eagerness to begin work was demonstrated by smooth and swift handling of the colossal offload.

On 02 April a Shinto priest performed a ceremony onboard the

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ship wishing MIDWAY good luck during its upcoming yard period. The EISRA officially began on 03 April as Dry Dock No. 6 was pumped dry and MIDWAY was placed on the blocks. With the move aboard GAFFEY completed by 8 April, MIDWAY sailors rapidly initiated improvements to their new home for EISRA 86.

On 07 April an EA-6B (NF 604) from VAQ-136 crashed in the North Philippine Sea while conducting routine training. All three crewmembers were safely recovered.

On 11 April Commander Michael L. BOWMAN relieved Commander Timothy R. Beard as Commander Carrier Air Wing FIVE in a ceremony at Naval Air Facility, Atsugi, Japan.

A visit by Rear Admiral W. Ivan LEWIS, USN, Commander Naval Logistics Force Pacific Fleet was conducted 19 April aboard GAFFEY and MIDWAY. This was followed on 30 April by a visit and luncheon with Vice Admiral James E. SERVICE, USN, Commander, Naval Air Forces, U.S. Pacific Fleet hosted by MIDWAY and Carrier Striking Force Seventh Fleet, Rear Admiral Lewis W. CHATHAM, USN.

The month of May started with a visit by Rear Admiral Roger L. RICH, USN, Commander Antisubmarine Warfare Wing, U.S. Pacific Fleet. MIDWAY continued in EISRA and CVW-5 conducted shorebased training. VAW-115 deployed to Cubi Pt, RP as participant in COPE THUNDER 86-6 which was conducted 7-24 May. On 12 May the Transpac of 47 CVW-5 A-7E/F-4S aircraft from NAF Atsugi to NAS LEMOORE, CA was safely completed. CVW-5 Attack Squadrons 56 and 93, and Fighter Squadrons 151 and 161 shifted homeport from Atsugi NAF to NAS Lemoore, CA. VF-151 and 161 began preparations for conversion to the F/A-18 Hornet.

During June Ship's force and SRF work remained on or ahead of the EISRA schedule in virtually all areas. Significant progress was made on the hull blister installation with sixty one of ninety two modules being erected by mid month. Rear Admiral Dale N. HAGEN, USN, Commander, Naval Intelligence Command visited MIDWAY on 3 June. On 15 June an F/A-18 Hornet Stand-Up ceremony for new Strike Fighter Squadrons 151 (VFA-151) and 161 (VFA-161) was conducted at NAS Lemoore, CA. Rear Admiral James D. COSSEY, USN, Commander, Naval Forces Japan addressed the crew at morning quarters on 16 June. Rear Admiral E. Inman CARMICHAEL, Commander, Fleet Air Force Western Pacific also addressed the crew at morning quarters on 30 June.

July began with Strike Fighter Squadrons 192 (VFA-192) and 195 (VFA-195) being assigned CVW-5/NAF Atsugi as new homeport. Actual transpac to Japan of these newly equipped F/A-18 Hornet

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squadrons was planned for late 1986. On 7 July Vice Admiral Paul F. MCCARTHY, USN, Commander, Seventh Fleet, addressed the crew at morning quarters. That same day Rear Admiral Dennis M. BROOKS, USN, Prospective Commander, Carrier Group Five, visited MIDWAY for briefings and tour. The ninth of July was highlighted by a Rope Yarn afternoon and picnic where the MIDWAY crew and families where entertained by Country and Western singer Ms. Tanya TUCKER.

On 10 July four EA-6B Prowlers from VAQ-136 departed NAF Atsugi for Whidbey Island, WA for training and conversion to ICAP II.

Vice Admiral K. KOGA, JMSDF, Commander in Chief, Self Defense Fleet; Vice Admiral S. SUE, JMSDF, Commander, Fleet Submarine Force; Rear Admiral A. KANDA, JMSDF, Commanding Officer, Repair Facility Yokosuka with JMSDF members from Operational Development Group, Air Development Squadron 51, Fleet Air Force, Patrol Squadron 3 and CINCSDFLT visited MIDWAY on 11 July for tours and briefings.

In a ceremony at Cubi Pt NAS on 16 July Rear Admiral Dennis M. BROOKS, USN, relieved Rear Admiral Lewis W. CHATHAM, USN as Commander Carrier Group Five/Commander Task Force 70.

Rear Admiral D. P. ROANE, USN, Commander Naval Sea Systems Command, visited MIDWAY on 23 July for tour and briefing on the EISRA.

The month of August was also highlighted by visits from various VIP's. On 5 August, Vice Admiral James LYONS, USN, Commander in Chief, U.S. Pacific Fleet, paid MIDWAY a surprise visit. This was followed on 7 August by a return visit from Vice Admiral James E. SERVICE, USN, Commander Naval Air Forces, U.S. Pacific Fleet who attended a progress/planning briefing on the EISRA. Other attendees at this meeting included Rear Admiral D.T. SCHWAAB, USN, OPNAV 55. Lieutenant General Charles W. DYKE, USA, Commander U.S. Army Japan/IX CORPS also visited MIDWAY on 19 August. Installation and testing of the final hull blisters for MIDWAY were also completed. Towards the end of the month MIDWAY was notified of its selection as runner up to CONSTELLATION for the Battle Efficiency Award. Dry Dock 6 flooding operations commenced on 26 August and were completed 29 August with MIDWAY being floated. August ended with the decommissioning on 31st at NAS Lemoore of CVW-5 Attack Squadrons VA-93 and VA-56 after 34 years of dedicated service. Embarked in MIDWAY since 1973 the disestablishment of these squadrons closes out a unique chapter in naval aviation.

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September marked the beginning of the move aboard phase of EISRA 86-210. On 08 September Engineering Department completed initial lite off with fires lit in 3B boiler and on 15 September the fresh water system was returned to use. VIP's during the month included visits from Rear Admiral C. R. MCGRILL, USN, a former MIDWAY CO; Rear Admiral William O. STUDEMAN, USN, Director of Naval Intelligence and Lieutenant General TIXIER, USAF, Commander U. S. Forces Japan. Catapult dead load testing commenced 27 September.

Move aboard was completed by 04 October with MIDWAY again becoming home for its crew. On 07 October, Mr. Ben Davidson, former Oakland Raiders professional football and movie star, visited MIDWAY for a tour and autograph session sponsored by Special Services. Three fast cruises were conducted this month in conjunction with crew certification by Carrier Group Five staff members. On 23 October MIDWAY shifted from Dry Dock 6 to berth 12 as preparations continued for MIDWAY's first at sea period in 7 months. Vice Admiral James E. SERVICE, USN, Commander Naval Air Forces, U.S. Pacific Fleet paid a return visit to MIDWAY 23-24 October during a fast cruise and crew certification phase II. On 25 October, due to adoption of the Coral Sea Concept, CVW-5 Strike Fighter Squadron One Six One (Ex VF-161) was reassigned to Lemoore, CA. This reassignment reduced the number of CVW-5 F/A-18 Squadrons to three. Dock Trials were run from 28 October to 02 November.

MIDWAY departed Yokosuka on 03 November to commence sea trials in the Northern Philippine Sea. The ship returned to Yokosuka 05 November for repairs to No. 4 shaft's reduction gear pinion bearing. On 12 November MIDWAY shifted berths from pier 12 to Dry Dock 6 to complete an incline experiment. After needed repairs the ship departed Yokosuka on 18 November for anchorage in Uraga Suido, Tokyo Bay. The following day MIDWAY resumed sea trials in opareas R-116/599 until 22 November when she returned to Yokosuka for the Thanksgiving holidays. During this month MIDWAY's air wing, CVW-5, began returning to its base in Atsugi. The first F/A-18 Hornets from Strike Fighter Squadrons 151, 192 and 195 arrived in country on 14 November. The end of EISRA 86-210 was marked by a Shinto priest ceremony on 26 November. The 41-year old MIDWAY completed an 8 month modernization so that it could land, launch and maintain the Navy's newest fighter/attack aircraft, the F/A-18 Hornet. That modernization will probably take it into the 21st century.

November ended with MIDWAY getting underway again for the Northern Philippine Sea. During that at sea period from 28 November-05 December successful certification of the catapults

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and automatic carrier landing system was conducted. On 28 November, the first F/A-18 Hornet, CHIPPY Nr 100, landed aboard MIDWAY, marking the return of the newly reconstructed CVW-5 to the ship. CHIPPY Nr 100 was piloted by Commander Pat MONEYMAKER, Commanding Officer of VFA-195. In addition to the F/A-18, another new aircraft to land aboard MIDWAY was VAQ-136's EA-6B ICAP II Prowler. During night recovery on 4 December VFA-195 F/A-18 Dambuster 101 sheared its right main landing gear which resulted in a temporary grounding of the F/A-18 Hornet. MIDWAY returned to Yokosuka on 06 December.

While inport Yokosuka on 09 December MIDWAY hosted the Change of Command Ceremony for Commander Seventh Fleet in which Vice Admiral Paul D. MILLER, USN relieved Vice Admiral Paul F. MCCARTHY, USN.

On 10 December MIDWAY commenced a transit of the Northern Philippine Sea and East China Sea en route Sasebo. Anchoring in Sasebo on 12 December the ship began a 3 day weapons on-load. After departing Sasebo on 15 December MIDWAY returned directly to Yokosuka on 17 December for the Christmas Holidays.

The following day, 18 December, MIDWAY received notification that it had won CINCPACFLT's Afloat Golden Anchor Award for 1986. Additionally, a 5 day Training Readiness Evaluation was started and successfully completed prior to Christmas.

The remainder of 1986 was spent inport Yokosuka.

#### C. (U) SPECIAL TOPICS

##### 1. (U) Carrier Air Wing FIVE Command Organization:

###### a. (U) Commander, Carrier Air Wing FIVE:

Commander T. R. BEARD; 01 January 1986 - 10 April 1986

Captain M. L. BOWMAN; 11 April 1986 - 31 December 1986

###### b. (U) Composition of Command:

Strike Fighter Squadron ONE NINE FIVE: 12 F/A-18 HORNET  
Commander P. D. MONEYMAKER; 01 January-31 December 1986

Strike Fighter Squadron ONE FIVE ONE: 12 F/A-18 HORNET  
Commander R. M. TAYLOR; 01 January - 08 May 1986  
Commander P. D. HEATH; 09 May - 31 December 1986

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Strike Fighter Squadron ONE NINE TWO: 12 F/A-18 HORNET  
Commander R. G. FERVER; 01 January - 31 December 1986

Attack Squadron ONE ONE FIVE: 10 A-6E and 4 KA-6D  
INTRUDER  
Commander R. J. RHOADES; 01 January - 18 December 1986  
Commander P. D. CASH; 19 December - 31 December 1986

Tactical Electronic Warfare Squadron ONE THREE SIX: 4  
EA-6B PROWLER  
Commander D. B. MCKINNEY; 01 January - 31 December 1986

Carrier Airborne Early Warning Squadron ONE ONE FIVE:  
4 E-2C HAWKEYE  
Commander R. B. WEBER; 01 January - 31 December 1986

Helicopter Anti-Submarine Squadron TWELVE: 6 SH-3H SEA  
KING  
Commander J. K. MARSHALL; 01 January - 24 November 1986  
Commander W. D. YOUNG; 25 November - 31 December 1986

2. ~~(C)~~ Summary of CVW-5 Flight Hours for 1986:

SQUADRON	HOURS	TRAPS
VFA-195	1,000	130
VFA-151	3,269	535
VFA-192	2,157	404
VA-115	3,910.5	893
VAQ-136	1,577.3	273
VAW-115	1,772.6	319
HS-12	2,909	N/A

(U) Note: The foregoing summary includes figures for aircraft arrested landings (TRAPS) which differ from the figures in ANNEX A (Air Department). Air Department figures include all arrested landings while the foregoing figures are for the Air Wing only.



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PART II

DOCUMENTARY ANNEXES

A. ~~(C)~~ MAJOR DEPARTMENTAL REPORTS.

1. (U) OPERATION DEPARTMENT:

a. (U) Combat Direction Center (CDC):

(1) ~~(C)~~ In January 1986, MIDWAY departed Yokosuka, Japan for routine operations in the South China Sea. En route, MIDWAY conducted numerous AAWEXES, both actual and synthetic, and participated in an interservice exercise, BUSY CUSTOMER 86-2H. CDC was instrumental in intercepting and escorting B-52 aircraft in excess of 300NM. After a brief inport visit to Subic, R.P. (22-30 JAN), MIDWAY continued transiting toward Pattaya Beach, Thailand. During this period exercises included ASWEX 86-2 (3-5 FEB), MULTIPLEX 86-2 (09-10 FEB) and MISSILEX 86-1 (12 FEB). All exercises provided valuable training enhancing operational skills and team work. Upon completion of port visit to Pattaya, MIDWAY conducted INCHOPEX with BG FOXTROT, USS ENTERPRISE and escorts; afterwards, the focus turned to TEAM SPIRIT 86. During the period 16-24 March, MIDWAY provided escort/intercept and close air support for the Amphibious Operating Area, while operating from both the Yellow Sea and Sea of Japan. Acting as ASUW Commander for the Battle Group, MIDWAY coordinated a simulated Harpoon attack on an Orange force AGI and CVHG. This provided MIDWAY with valuable OTH training and lessons learned. After a port visit to Pusan, ROK (11-15 MAR), and further participation in TEAM SPIRIT, MIDWAY proceeded to SASEBO, Japan for a weapons offload and then home to Yokosuka to commence EISRA 86-210.

(2) ~~(C)~~ In April, MIDWAY entered EISRA 86-210 which lasted through November. During that period all equipment was removed from CDC and overhauled. Further, CDC received the new Single Audio Communications System (SAS). In an effort to maintain the skill level within CDC, sixty percent of the personnel were sent to FITCPAC, San Diego, CA for Team Trainers. That period was invaluable for refreshing the "old salts" and building a team from the many new members of CDC.

(3) ~~(C)~~ From October through November MIDWAY returned to sea testing the EISRA modifications. CDC experimented with its new equipment and honed its skills in directing the ship. In December, one more at sea period with a port visit in Sasebo, Japan was conducted to on load weapons. MIDWAY returned to Yokosuka for the holiday season and to prepare

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for an ambitious 1987 schedule.

b. (U) CATCC/Air OPS:

(1) ~~(C)~~ Despite the long yard period during CY86, CATCC/Air OPS (OC Division) accomplished a great number of significant achievements. Two CATCC Team Training periods in April and September ensured the team retained its high state of readiness while the ship underwent a major overhaul. The focus of the training was to ready the team for the transition to the new CATCC DAIR System. The new system will greatly enhance the performance of the approach crew during Case III recoveries.

(2) ~~(C)~~ During CY86, the following Case III ACLS approaches were requested and accomplished:

Approach Mode	Number Requested	Number Completed
Case I	224	145
CASE IA	27	49
CASE II	350	546
CASE III	163	209

(3) ~~(C)~~ In addition, the following PQS qualifications were completed during CY86:

DC PQS	13
Firewatch	3
DCPO	1
AIR OPS SUP	3
AIR OPS Specialist	1
Final Approach	1
Departure	2
Approach	1
CATCC Supervisor	1
CATCC Watcher Officer	1

(4) (U) History:

(a) Team Training	Number of Personnel
15 APR-02MAY	10
20 SEP-10 OCT	15

(b) Mode I, II, and III:

JAN-MAR

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I	REQ.	26	/	REC.	4
IA	REQ.	04	/	REC.	2
II	REQ.	175	/	REC.	273
III.	REQ.	144	/	REC.	179

DEC

I	REQ.	298	/	REC.	141
IA	REQ.	23	/	REC.	47
II	REQ.	175	/	REC.	273
III	REQ.	19	/	REC.	30

(5) (U) Launches / Recoveries:

	JAN	FEB	MAR	DEC
	L / R	L / R	L / R	L / R
CASE I				11 / 9
CASE II				0 / 0
CASE III				6 / 8

(6) (U) New Equipment: CATCC DAIR and 15621 Trainer.

c. (U) Electronics:

(1) (U) 1986 started with a highly successful TEAM SPIRIT effort. The OE combat systems maintenance organization's equipment was in optimum operating condition enabling the ship to meet all commitments.

(2) (U) Following TEAM SPIRIT, OE division commenced pre-EISRA preparations for equipment overhaul and inactive equipment maintenance.

(3) ~~(C)~~ The following SHIPALTS and overhauls were completed during EISRA-86:

(a) Communications: MIDWAY's Single Audio System (SAS) was installed. All UHF line of sight transceivers and HF transmitters were groomed and aligned to ensure proper operation with this installation. Almost every aspect of communications was positively impacted by this alteration. The archaic AN/SRC-21 radios and AN/URD-4B direction finder were removed.

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(b) Air Traffic Control: The most significant combat systems work consisted of major overhauls of all air traffic control equipment including the AN/SPN-41, AN/SPN-42, AN/SPN-43, and the AN/SPN-44. CATCC DAIR and CATCC DAIR TRAINER (15G21) were installed as SHIPALTS. The SHIPALTS removed the NTDS consoles and replaced them with the latest air traffic control consoles, making the airways safer for our "MIDWAY MAGIC" pilots.

(c) Weapon Systems: The aft Basic Point Defense Surface Missile System (BPDSMS) installation was completed. Over twenty ORDALTS were installed in the CIWS.

(d) Navigation Systems: The SINS cooling system loop was segregated from NTDS, correcting a historical weakness in the system, and a new battery locker was constructed. The AN/SRN-9 was refurbished, AOB's rehabbed, pitch gimbal bearings replaced, and a new AN/UQN-1H and transducer was installed.

(e) ASW Systems: Work on the ASW Mini Module SHIPALT continued. The AN/BQR-20 was removed and the AN/BQR-22 and AN/ASN-123 were installed giving MIDWAY a greater anti-submarine warfare capability.

(f) NTDS: All computers and switchboards were overhauled and all consoles were refurbished. A new Data Link switchboard, SB-4176/U, was installed.

(g) Radar: AN/SPS-48 modulators, AN/SPS-49 cooling system, and AN/SPS-49 dry air system were overhauled to improve performance.

(h) OE Cable Team: The Cable Team overhauled MIDWAY's cableways removing 30 tons of cable, enough to stretch from Yokosuka to Hawaii.

(i) Metro: AN/SMQ-10 received complete refurbishment of both antennas, hard copy generator, DPS computer, DMTU, status control panel, APS computer, and analog tape recorder. AN/SMQ-1, AN/SMQ-6, and Alden Marinefax were also refurbished.

(4) (U) Prior to the official end of EISRA-86, all combat systems equipment received intensive testing using integrated test plans and PMS. During sea trials, operational tests of all systems were conducted, and the TACAN and ACLS



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systems were certified. Problem areas were identified and corrective action was taken to ensure all equipment was in peak operating condition.

(5) (U) The year proved to be another highly intensive maintenance effort. The many man hours involved produced excellent results and should go far to continue the highly reliable performance for several years.

d. ~~(C)~~ Intelligence:

(1) ~~(C)~~ MIDWAY's Intelligence Center (OZ), Cryptologic Element (OS) and Photo Lab (OP) continued their stellar performance in providing the most accurate and timely support possible to embarked staffs, air wing, and ship. Highlighting the year were EISRA 86-210 and intensive operations in the Sea of Japan during TEAM SPIRIT 86.

(2) ~~(C)~~ CVIC was again designated the air, surface and ELINT rainform reporting unit for Battle Group ALFA and coordinated tracking and reporting evolutions involving friendly and non-friendly aircraft and ships. Extensive Soviet reactions resulted in round-the-clock rainform reporting in the Sea of Japan during TEAM SPIRIT 86. Additionally, Battle Group Ocean Surveillance Network (BOSN) was successfully tested utilizing TFCC/FDDS to feed high interest targeting (HIT) information via Link-14 to Battle Group subscribers. MIDWAY's FIST Terminal was crossdecked to USS BLUE RIDGE (LCC-19) on 22 April, during EISRA. Also during EISRA, CVIC, Strike Operations, Operations Admin Office, Enlisted Berthing and all CVIC associated passageways were rehabilitated. Two former flight gear storage cages were acquired and modified for chart stowage. Existing chart stowage facilities received upgraded security doors and locks to allow for stowage of classified charts. In November the Intelligence Officer was designated as the Systems Manager for the Prototype Ocean Surveillance Terminal (POST) which was installed in Flag SUPPLOT and manned by CVIC/Flag Intelligence Specialist personnel. An Accreditation Inspection by COMNAVFORJAPAN was conducted in December and package submitted requesting certification for SCI working area in CVIC TACINTEL area to facilitate FIST/NAV-P installation and expansion of the SCIF.

(3) ~~(C)~~ MIDWAY's Naval Security Group division with 10 CT's permanently assigned was augmented on two separate occasions by cryptologic personnel from various Naval Security Group Activities throughout the Pacific theater. Utilizing Cryptologic Electronic Support Measures (CESM) warfare skills,

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those personnel provided Indications and Warning (I&W) and signals security (SIGSEC) support to the ship, air wing and embarked staffs during fleet exercise TEAM SPIRIT 86 and sea trial periods immediately following EISRA 86. During EISRA 86 OS Division operated from offices provided by the Naval Security Group Detachment Yokosuka, Japan. This period saw many improvements to shipboard SSES spaces including major overhaul of the TACINTEL system. During subsequent at sea periods in November and December, representatives from Sperry Corporation overhauled the Cryptologic Combat Support Console (CCSC) and its associated Pertec disk drives.

(4) (U) The Photo Lab completed over 3,800 job requests in 1986 with a total material cost of \$30,526.12. Replacement equipment acquired included: two model EH-38D Black and White Print Processors, one model CM-5 Chemical Mixer, one model AA12 Lightening Set, one Gold Stamping Machine, one Acculight Viewing Table, and eighteen Back Flow Preventers. During EISRA 86 OP Division shifted production facilities to the Fleet Activities Yokosuka Photo Lab without the slightest disruption in service. Work on major projects such as MIDWAY's Cruise Book and renovation of shipboard spaces and equipment continued through November and were completed in time for sea trials.

e. (U) Oceanography:

(1) ~~(C)~~ OA Division provided all the meteorological/oceanographic environmental support to embarked staffs, air wing, battle group escorts and the ship. No weather related incidents/mishaps occurred in 1986. During TEAM SPIRIT 86, a full spectrum of environmental support products were provided utilizing the following equipment: Hewlett Packard HP9845A Desk Top Computer to run the integrated refractive effects prediction system (IREPS) software; acoustic range predictions from the Integrated Carrier ASW Prediction System (AN/SYK-1) which ran the Fast Asymptotic Coherent Transmission Model; Satellite Imagery Analysis/Interpretation of data received from the Defense Meteorological Satellite Program (AN-SM1-10) and the AN/SM1-6B(V) Satellite Receivers. Upper air observations averaging 33,000 feet in altitude (260 millibars) were taken utilizing balloon borne radiosonde transmitters and the AN/SM1-1 Radiosonde Receiver. Electronic equipment down time was minimal during TS-86 which allowed OA Division to maintain it's reputation of providing timely and accurate meteorological/oceanographic observations and forecasts. Environmental support provided by OA Division personnel greatly enhanced Battle Group ALFA's ability to effectively utilize and

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station weapon sensors and platforms to detect, track and prosecute friendly and unfriendly airborne, surface and subsurface contacts.

(2) ~~(C)~~ Post EISRA: Subsequent to the completion of EISRA 86-210, OA Division actively participated in sea trials held in OPAREA R116 off Yokosuka, Japan. During four "Mini-Cruises", OA Division provided complete and accurate meteorological support to the ship. These forecasts and observations were extremely helpful to scientists of the David Taylor Naval Ship Research Facility who participated in determining the sea keeping characteristics of the MIDWAY'S new hull shape. During the sea trial periods, MIDWAY encountered typical early winter weather with frontal passage occurring every two to three days prior to frontal passage, near gale southwesterly winds were common; water spouts and hail occurred on several occasions. On the evening of 29 November 1986, USS MIDWAY was located near Oshima Island as the volcano there erupted. As MIDWAY steamed out of the area, approximately 0.5 inches of ash fell on her decks. During the sea trial period, no acoustic forecasts were generated due to the lack of ASW assets aboard or in company. Major equipment outages during this period were the SMQ-10 Port Antenna and Main Receiver, the ICAPS Computer and ALDEN 9519 Facsimile Recorder. The year ended with the Division manned, trained and anxious to begin REFTRA in January 1987.

2. (U) SUPPLY DEPARTMENT:

a. (U) In 1986, the Supply Department's ability to plan, deliver and execute a massive inventory, and to support the ship and airwing was tested to the limit. EISRA 86-210, the Integrated Logistics Overhaul and the support of a transitioning airwing proved Supply's mettle and indefatigable durability.

b. (U) In connection with EISRA 86, MIDWAY received her first Integrated Logistics Overhaul in more than a decade. Every storeroom was emptied in only two weeks and all parts and material were loaded into warehouses and thoroughly inventoried before being brought back aboard for ship's support. The inventory changed thousands of allowances and improved the rational management of material and parts. Not only did aviation support offload and inventory all of its storerooms but it continued to support the airwing and work-up for the arrival of three squadrons of F/A-18's and the Trans-Pac of four squadrons of F-4's. Aviation support also ran detachments in two other Asian countries.

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c. (U) Much of the ship and most supply storerooms and main deck areas were rehabilitated during EISRA. All messing, disbursing, wardroom and retail services were transferred to a berthing ship (EX-USNS GAFFEY) with limited or no interruption of services to the crew. Operating from remote locations, other supply divisions worked to return MIDWAY to sea. All rehabilitation contracts, warehousing and transportation services were arranged, often on less than a day's notice, by supply and data processing which operated in make-shift locations and controlled remote detachments via micro-link. With the efforts of the hundreds of men in the Supply Department, MIDWAY returned to sea and secured from EISRA 86 on schedule.

d. (U) Prior to EISRA, MIDWAY deployed for three months, visited four foreign ports and participated in TEAM SPIRIT 86. Supply arranged port services and money changers, and played an integral part in keeping the ship steaming and the airwing flying in an arduous battle exercise.

e. (U) Financial/Quality Assurance Division:

S-1 reorganized during the year and changed from primarily stock control to financials and quality assurance. The financials branch managed OPTAR funds over \$30 million and ensured that the parts and consumable needs of the ship and airwing were met. Quality assurance oversaw material control and report processing, functions vital to the success of MIDWAY'S return to sea. The division also controlled local purchasing during EISRA 86.

f. (U) Food Service Division:

During EISRA 86, S-2 provided unbroken service to the crew on board the EX-USNS GAFFEY and met or exceeded all operational goals. The long availability allowed food services to renovate and upgrade its spaces and equipment on MIDWAY. The general mess received a face lift, adding such specialty equipment as a Frispomatic, a soft ice cream maker and an infrared food warmer. In August, terrazzo decks for all food service areas were relaid and the fast food line was redesigned with hot and cold food counters. The forward and after mess decks were painted and retiled and the salad bar was improved, giving a gleaming atmosphere to the dining areas. The emphasis was on professionalism and service and S-2 remained at the Tip of the Sword in food service excellence.

g. (U) Retail Sales/Services Division:



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Through hard work and stock planning, retail sales totaled nearly \$2 million. EISRA 86 allowed for the complete renovation of all retail and service spaces. The new High Tech Sight and Sound Shop provided MIDWAY sailors with the latest in audio-visual and photographic equipment. The laundry processed over 700,000 pounds and the barbershops gave more than 40,000 haircuts. New laundry equipment was installed and existing equipment was overhauled, giving quality service into 1987.

h. (U) Disbursing Division:

Disbursing provided for the monetary needs of the crew, including hosting on board foreign money changers in a number of ports before MIDWAY began EISRA. Operations were transferred to the EX-USNS GAFFEY with no more than 24 hours interruption of services. New travel software speeded claim processing and the implementation of the new Uniform Military Pay System upgraded LES maintenance and the quality of paydays.

i. (U) Wardroom Division:

With EISRA 86 came a complete shift of operations to GAFFEY. Maintaining staterooms and serving meals continued on board the berthing barge while staterooms and the wardroom were being rehabilitated on MIDWAY. Snacks and Racks returned to MIDWAY in September to only partially completed spaces and yet never missed serving a meal. Berthing and meal services were going full tilt in only a few days as a result of around-the-clock efforts by S-5 personnel.

j. (U) Aviation Stores Division:

S-6 provided full support to the airwing during the January to March cruise which included the arduous Team Spirit exercise plus flying in all weather conditions and sea states. Upon return to Yokosuka all storerooms were emptied as part of the ILO. During this complete inventory the division continued to support the airwing and meet all needs of the Trans Pac schedules, a feat unprecedented by any other carrier. Storerooms and storage aids were redesigned and rehabilitated to meet the F/A-18 requirements. Complete allowance list changes were made to manage the thousands of parts required for the new fighters. Detachments were closed in Iwakuni and Cubi Point. Stores were back-loaded and the rotatable pool was staged at NAF Atsugi as AIMD came on-line on board MIDWAY. As the ship pulled out for sea trials the airwing was ready to come aboard, greatly as a result of S-6.

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k.- (U) Automated Data Processing Division:

Data processing received a grade of excellent in the March 86 Supply Management Inspection. During EISRA, the division moved its entire operation to remote locations at NSD Yokosuka and in a specially equipped Marine Corps trailer in building B-49. Additionally, two remote terminals were active in Atsugi via micro-link providing both SUADPS and SIDMS for AIMD and Supply Dets. S-7 ran SAUDPS, Aviation 3-M and payrolls while its hardware aboard MIDWAY received a complete overhaul. Following EISRA, S-7 returned to MIDWAY on schedule and provided disbursing on-line access and all other required services.

l. (U) Stock Control Division:

At the beginning of EISRA 86, Stock Control off-loaded all 40 storerooms in two weeks, a feat unparalleled to date. Some consumable material was stored in a local warehouse but most repair parts were put in the ILO site where a complete inventory and excess program was conducted. 25 storerooms were rehabilitated. Flight deck clothing storerooms became cages in the S-8 office to prevent pilferage and MSP storerooms were improved and received new, fully-stocked cabinets from NAS North Island. With assist from Naval reservists all storerooms were reloaded in time for sea trials.

m. (U) Customer Service Division:

S-9 played a central role in the success of EISRA 86, serving as a central point for all requisitions and status control and stateside contracting. The division was also instrumental in arranging services in the foreign ports visited.

3. (U) ENGINEERING DEPARTMENT:

a. (U) It is reasonable to look upon the past year in engineering as composed of two parts: EISRA and POST EISRA. The chronology of events for EISRA 86 for engineering has already been written. A synopsis of that history is included in this history, and is followed by a runthrough of highlights in Engineering compiled from inputs from all Engineering Divisions.

b. (U) The primary purpose of the extended availability was to devote the majority of available manpower to accomplishing the major F/A-18 SHIPALTS. A further consideration in planning EISRA 86 was ensuring the Engineering Plant would be ready for light off in time to support check out

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and testing of the AIMD, Combat Systems, and Air Department SHIPALTS. That requirement left relatively little time for completing work in the propulsion plant. The limited scope of the main propulsion work package, the compressed time frame for work accomplishment, the relatively short time period in a cold iron status (about 130 days) and the excellent results achieved during the October 1985 OPPRE, contributed to the decision to conduct a light off certification under the supervision of the COMNAVAIRPAC Engineering Mobile Training Team in lieu of an LOE administered by the CINCPACFLTPEB. The small work package also reflected the good condition of the Engineering Plant prior to the EISRA, a direct result of the MIDWAY/SRF Incremental Maintenance Program. Engineering Plant work originally scheduled for accomplishment during EISRA 86 was roughly equivalent to work routinely scheduled for completion during a 60 day availability at SRF Yokosuka. Three exceptions were the extensive work packages planned for the CHT system, the Firemain system and the Fuel Oil system, including major shipalts and piping replacement which required approximately five months to complete.

c. (U) A work package summary for each division during the EISRA follows:

(1) Main Engines Division:

- inspect and repair sea valves (SRF)
- overhaul four of eight main feed pumps (SRF)
- install lube oil purifier alarm system (SRF)
- replace main circ pump expansion joints (SRF)
- ultrasonic test SSTG condensers (SRF)
- machine journal seating surfaces and replace carbon rings on all main engine turbines (SRF)
- replace shaft alley eductor system (SRF)
- clean/inspect lube oil tanks (ship's force)
- valve and pump overhaul and maintenance (ship's force)

(2) Repair Division:

- upgrade firemain system and repair firemain valves including firemain standardization SHILPSLT (SRF/ship's force)
- upgrade CHT system
- hull modification ("blister") and weight reduction SHIPALTS (SRF)
- repair expansion joints (SRF)

(3) Auxiliaries Division:

- repair chilled water ventilation and air conditioning systems

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- (ship's force)
- gage calibration (SRF/Tender/ship's force)
  - repair fresh water system leaks
  - upgrade O2N2 plant (ship's force)
  - overhaul six HPAC'S (ship's force/Ingersol Rand)
  - overhaul Capt's Gig, MWB, OMB

(4) Boilers Division:

- replace over 1000ft of fuel oil system piping (SRF)
- clean and preserve boiler uptakes (ship's force)
- boiler brickwork repair and replacement on six boilers (ship's force)
- replace 100 fresh water isolation valves (ship's force)
- opened, cleaned and inspected over 100 fuel oil service and storage tanks (SRF and ship's force)
- opened, cleaned and inspected 44 feed and fresh water tanks (ship's force)
- replaced over 40 fuel oil manifolds (ship's force)

(5) Electrical Division:

- repair and overhaul various controllers, switches and interior communications equipment (ship's force)
- overhaul 75% of all motors and controllers in main propulsion spaces (ship's force)
- install approximately 300 ship's service telephones and upgrade Dimension 2000 Phone System to MILSPEC Standards (ship's force/SRF/ATT)
- overhaul all aircraft service systems

(6) Damage Control Division:

- rebuild valves on hicaps and twin agent systems (ship's force)
- rehab all repair lockers (ship's force)
- overhaul various armored water tight hatches and other damage control fittings (ship's force)
- maintain fixed firefighting systems (ship's force)
- space preservation (ship's force).

d. (U) POST EISRA:

(1) (U) On 6 November high bearing temperature on NR 4 main reduction gear, upper H.P. first reduction gear was discovered. The bearing was caught at 165 degrees and rose to 185 within 3-4 minutes. The shaft was stopped and locked and large amounts of babbitt and steel slivers were found in the strainer. H.P. turbine bearings were removed and inspected. FWD



H.P. journal-bearing had heavy scoring and was replaced. All other bearings appeared in good condition. The system was closed and a flush conducted. Gears were blued and the sump wiped. All oil was replaced with new oil. Sea trails were conducted and no problems were recorded.

(2) (U) On 7 NOV 86 after pulling into port, during shut down large amounts of babbitt were discovered in the main strainer. The reduction gear was immediately opened and inspected. H.P. first reduction upper FWD HS gear was found wiped. When the bearing was removed the journal surface was found heavily scored. No damage was noted on the quill shaft, reduction gears or H.P. turbine bearings. The main sump was cleaned, gears blued and oil changed. The system was flushed and sea trails conducted, including a full power run. The cause of reduction gear failure has been directly linked to wearing of the quill shaft couplings. NAVSEA and factory reps are now scheduling replacement of couplings in mid-1987.

(3) (U) In December MIDWAY experienced a loud vibration noise emitting from 3A SSTG. Ship's force opened reduction gear cover. H.P. thrust bearing was wiped and HP/LP gear pitted with uneven wear. SRF Yokosuka cleaned gears, reassembled and tested. No damage to the turbine resulted from the casualty.

(4) (U) Repair Division was responsible for the replacement of all Ellison doors and 120 joiner doors. The shipfitter shop initiated extensive repairs to eductor piping, fuel oil piping, HP LP and deck drain lines and associated valves. The Firemain shop segregated the firemain into seven sections during EISRA. It also prepared all tag outs necessary to accomodate SRF work and repaired/replaced a sum total of over 250 valves, as well as monitored the progress of the firemain standardization program. The CHT shop maintained the CHT system from the drainage piping to the CHT tanks, pumps, and ejector piping. Voids Division was responsible for the rehabilitation of 68 voids assigned in preparation for POST-EISRA underway periods. Repair Division passed the command inspection in March with a grade of outstanding. Repair Division personnel earned two Navy Achievement Medals in 1986.

(5) (U) Auxilliarities Division replaced the R-22 units in the forward and aft liquid oxygen plants. They replaced the aft unit in record time - 32 hrs for a 48 hr job. Tubes in the #2 medium pressure air compressor burst, causing salt water contamination of the MP air system, disabling the weapons elevator system before the Sasebo onload. Long hours and ingenuity fixed

the system before the onload. The forward and aft saltwater booster pumps in the emergency diesels were also overhauled, as was the engine in the port motor whaleboat. A Division assisted SRF in tensioning Nr 1 and Nr 3 aircraft elevators, overhauled Nr 3 and Nr 7 RAS winches and overhauled Nr 3 air conditioning plant.

(6) (U) Boiler Division was responsible for overhauling 1A2 forced draft blower, 1A emergency feed pump, the pump end of 1B2 and turbine end of 1A2 fuel oil service pump, sea feed heater drain pump, sea-feed pump, fuel oil transfer pump, and fuel oil manifold. The division was able to successfully overhaul approximately 150 valves. About 85 percent of the fuel oil transfer system was replaced. Approximately 75 percent of the fuel oil stripping system piping was replaced. All Fuel Oil stripping system piping bulkhead stops were replaced and all service tank stripping manifolds and wing tank manifolds in the firerooms were replaced. All 20 feedwater tanks were pumped out and cleaned while all tank top gaskets were replaced. The topside refueling risers were refurbished, replacing the piping from station 11 to S-6 head. B Division passed the following inspection: MTT Phase I, TRE, REFTRA, CREW CERT, Annual Boiler Inspection 1A, 1B, 1C, 3A, 3B, 3C.

(7) (U) Electrical Division overhauled 80 percent of ship's darken ship's switches, all air conditioning plant control panels, aft steering motor controllers, and 75 percent of all motors and controllers in the main engineering spaces. Seventy-five percent of all fire room periscopes and gage glass lights were rewired. All motor controllers for galley equipment, laundry equipment, reefer plants and stores conveyors were inspected and overhauled. Seventy percent of the ship's gyro repeaters were brought back into good condition, and the B&A crane was electrically overhauled. Not less than 200 telephones were installed/repared, and all of the ship's sound power phones were repaired. In the main engineering spaces fire pump motors, brine pump motors, cooling water pump motors and their associated controllers were all repaired.

(8) (U) The Damage Control Division made great strides in improving the overall battle readiness of the ship. The following inspections were successfully completed to a great degree because of DC's attentiveness and vigilance: crew certification, TRE, LOE, Aviation Certification, REFTRA - with an overall grade of 85 for DC. DC Division was directly responsible for the installation of Halon protection system in the two bomb hoist stowage spaces. The installation of the list control system represents a clear advance in the ship's preservation

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characteristics.

4. (U) WEAPONS DEPARTMENT:

a. ~~(C)~~ MIDWAY Weapons Department closed 1986 with a new, more efficient organizational structure. Working spaces, and magazines were cleaner and in much better material condition. Weapons elevators and special weapon handling equipment were upgraded and more maintainable. Manning levels increased from 168 at the beginning of 1986 to 188 at year's end, improving the department's personnel strength. The 1986 weapons team contributed to an unbroken string of outstanding operational, administrative and maintenance achievements. MIDWAY Weapons supported Air Wing FIVE through a highly successful TEAM SPIRIT 86, providing quality ordnance to meet every weapons related sortie.

(b) (3) (A)

Both evolutions were conducted in record time without a single mishap. MIDWAY's Weapons Officer, as the EISRA Manager, led the ship through one of the most extensive availabilities in her forward deployed history. Demonstrating exceptional depth in leadership during the EISRA, the Weapons Department maintained an aggressive Ship's Force Work (SFW) program while over 49 percent of the department's personnel effectively filled additional EISRA TAD requirements. Over ninety percent of weapons spaces were rehabilitated, major upgrades to the weapons elevators were completed, an improved monorail hoist system was installed in all SASS magazines, and the department's Armament Weapons Support Equipment Program (AWSEP) was successfully implemented and brought on line. The Weapons Department also demonstrated its ability to fully support the air wing despite the intense EISRA period, providing a 30 man ordnance detachment to NAS Fallon, Nevada for a highly successful MIDWAY/CVW-5 training exercise, which employed the new F/A-18 aircraft. Throughout FY-86, a wide range of inspection and assistance teams were visibly impressed with Weapons Department administrative and operational readiness. In early December, the department accomplished a record breaking on-load of her conventional stockpile. As the year drew to an end, all systems and equipment were fully combat ready.

5. (U) COMMUNICATIONS DEPARTMENT:

a. (U) MIDWAY's Communications Department transmitted 23,583 and received 154,422 messages during the year. In meeting its operational commitments, the department maintained satellite

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and long-haul high frequency (HF) radio links with Naval Communications Area Master Stations (NAVCAMS) Western Pacific located in Guam, Eastern Pacific located in Hawaii, as well as Naval Communication Stations Philippines, and Japan. Visual signals statistics as follows: sent tactical flashing light 1,168, non-tactical flashing light 96, semaphore 22 and flag hoist 15 for a total 1,301; receive tactical flashing light 120, non-tactical flashing light 108, semaphore 23, flag hoist 5 for a total 256 messages.

b. ~~(C)~~ During the first quarter 86 MIDWAY provided efficient, reliable, accurate Command and Control Communications capability to her embarked staff throughout Exercise TEAM SPIRIT 86. While conducting exercise operations MIDWAY continued an aggressive training program maintaining M-1 readiness by completing 145 readiness exercises for the competitive cycle. On 1 April 86 MIDWAY began her EISRA. Due to the large number of foreign national workers requiring access to the Message Processing Center sanitation was not considered possible. The number of personnel required to provide escorts was not workable. As a result the communications guard was shifted to Naval Communications Station Yokosuka, Japan. A temporary message handling and distribution center was established onboard Ex-USNS GAFFEY, allowing the department to provide service to ship's company and a detachment of CVW-5. Ship's force overhauled 35 TTY equipments onboard the USS CAPE COD, while an additional 19 TTY jobs were done by SRF shop NR 67. Ship's force overhauled thirteen 35ft and four 17ft whips, five UHF and one VHF antennas. SRF accepted two HF trussed whips and two UHF antennas. Ship's force preserved 21 departmental spaces, painting and replacing decks in 14. The EISRA saw the completion of the following SHIPALTS: SA-5196K Single Audio System, SA-5080K KY-58, and SA-4363K KY-75. TADIX "A" and two XEROX 1090 were also installed. The EISRA ended on 28 November. December again saw the department begin its training and preparations for REFTRA the following month.

c. (U) Turnovers:

(1) (U) 5 May: Ltjg (b)(6) transferred to Washington, D. C. for separation.

(2) (U) 12 September: Lcdr (b)(6) relieved Lcdr (b)(6) as Communications Officer.

(3) (U) 18 August: Ens (b)(6) relieved Ens (b)(6) as CS Division Officer.

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(b) (6) (U) 18 August: Ens (b) (6) relieved CWO W3 as CR Division Officer.

(U) 29 October: RMCS (b) (6) relieved RMCM (b) (6) as Department LCPO.

(U) 29 December: RMC (b) (6) reported for duty.

d. ~~(C)~~ Material Upgrades/Enhancements:

(1) ~~(C)~~ SHIPALT Installation SA-5196, Single Audio System.

(2) ~~(C)~~ SHIPALT Installation SA-5080, KY-58 VINSON.

(3) ~~(C)~~ SHIPALT Installation SA-4363K KY-75 PARKHILL.

(4) ~~(C)~~ TADIX "A" Installation.

(5) ~~(C)~~ TADIX "B" Installation.

(6) ~~(C)~~ SHIPALT Installation SA-5200 KWR-46.

(7) ~~(C)~~ Installation of two XEROX 1090 under SSRE contract.

6. (U) SAFETY/3M DEPARTMENT:

a. (U) Safety/3M:

(1) (U) An active local multimedia approach was utilized to sustain the high level of safety consciousness on board. Numerous safety oriented TV and radio spot productions and editorials were created locally and aired by ship's closed circuit systems on a regular and ad hoc basis. The ship's daily newspaper published over 2 dozen articles on safety topics in CY-86. The ship's bi-monthly safety magazine was only published 4 times in 1986 but each time presented 40 to 50 pages of original articles, safety news and unique tear out posters for CV/CVW and DESRON 15 ships to promote hazard awareness ashore and afloat. "Flight Deck Awareness - A Basic Guide", published by VF-151 and CV-41 in 1985 was used as a model by NAVSAFCEN for a fleetwide publication, with same name, which was published in the fall of 1986.

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(2) (U) Four comprehensive ship/airwing safety standdowns emphasized basic safety concepts, NATOPS professionalism, lessons learned and safety in future evolutions. Active crew interest in safety was demonstrated by an active safetygram program which received and processed 53 safetygrams in CY-86.

(3) (U) CVW-5 squadrons nominated a total of 8 personnel to be pro of the week. Of those, three received COMNAVAIRPAC awards and two were COMFITAEEWINGPAC pro of the week. Two HS-12 pilots received "Approach" kudos and Air Medals for their efforts during an extremely hazardous night ditching after tail rotor control was lost. Unfortunately, the SH-3 helo was lost at sea. A VAQ-136 EA-6B was the only other CVW-5 aircraft loss in 1986. The aircraft developed a fire and lost hydraulics for flight controls. The crew ejected over water south of Atsugi, Japan and was recovered safely. On 4 December, a VFA-195 Hornet had a class "C" mishap when an improperly manufactured starboard main strut collapsed during a night trap. The same night a VA-115 Intruder received class "B" damage when it ran off the end of the runway at Atsugi while attempting a takeoff abort.

(4) (U) MIDWAY encountered a very unusual safety hazard on the night of 21 November when a volcano erupted on Oshima Island south of Yokosuka. The ship, operating in R-116, received considerable volcanic ash fallout. A thorough topside washdown was required and six crewmen reported to medical with eye FOD.

(5) (U) EISRA brought extensive challenges to the safety of MIDWAY and her crew. Most disappointing was the loss of one crewman on 8 June. The victim (and his girlfriend) were killed in a motorcycle mishap in Yokosuka only a few kilometers from the base. Only 16 of the 417 personnel injuries reported during EISRA involved lost time in excess of 24 hours. Including the ship and air wing, an average of less than 59 injuries were recorded per month. This was approximately half the number logged in other CV overhauls, and their statistics did not include the air wing. The inport fire party was called away 120 times on MIDWAY and 49 times on GAFFEY. Most calls involved flooding due to rainwater backup or pipe problems. MIDWAY had 11 fires during EISRA - all minor, and most were out when the fire party arrived. The only significant ship casualty occurred on 8 November when a minor boiler explosion warped 1B boiler and blew out four uptakes nested together above the main deck. There were no personnel injured. All hands donned hard hats for the duration of the EISRA and several divisions and individuals were

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very creative in decorating their chapeaus. Three documented "saves" were credited to the brain buckets.

(6) (U) On 18 March, an injected bellmouth fastener FODDED an HS-12 helo to end a record of 156 days of FOD FREE operations for CV-41/CVW-5. The record began in the Indian Ocean in 1985 and was the subject of considerable pride on board. At the end of 1986, the record begun on 19 March was still going strong.

b. (U) 3M:

(1) (U) During 1986, MIDWAY's 3M program continued its outstanding effectiveness in preventive maintenance and maintenance documentation. For EISRA '86, extensive training in Inactive Equipment Maintenance (IEM) was conducted for Division Officers, Group Supervisors and Work Center Supervisors. The IEM part of PMS saved many man-hours of maintenance and properly layed up equipment and conducted periodic maintenance so that equipment was in working order at the end of EISRA.

(2) (U) 3M Division had a LCDR, BTC, PO1 assigned. The services they provided included all facets of 3M training including 301/302/303 classes, 3M technical assistance, CSMP documentation of maintenance, PQS testing and coordination with the Intergrated Logistics Overhaul (ILO). The ILO coordination insured that the ship had the correct PMS package to support the new equipment onboard and remove obsolete PMS.

(3) (U) The Zone Inspection Program is a collateral duty of the 3M Division. The Zone Inspection Program, ZIP, went through several major changes in 1986. Because MIDWAY's crew and office spaces went to EX-USNS GAFFEY, the Zone Inspections on MIDWAY stopped. In its place, a Zone Inspection Program was set up on GAFFEY from scratch. This included identifying and assigning responsibility for all spaces, then building the ZIP List (data base of all GAFFEY spaces) and writing the software in BASIC language to handle the ZIP list on a Zenith Z-120 computer. This was completed in about two weeks and the Zone Inspectors were very satisfied with the improvement of the Zone Inspection format.

(4) (U) Meanwhile back on MIDWAY, the XO's Blue Ribbon Panel was reassigning spaces due to the F/A-18 conversion, Ship Alterations, EISRA-86 work and the blisters. Then the XO reassigned berthing compartments to match department and squadron work locations and number of personnel. While that was occurring, S-7 transferred the SNAP-1 computer's Zip List to

Zenith Z-120-format floppy disk. Every space on the Zip List was validated against ship's plans including the new blister plans and the latest SHIPALT plans by the 3M Coordinator. In many cases extensive ship checks were required. Once the Blue Ribbon Panel and XO's space responsibility changes were made, the 3M Coordinator shifted responsibilities for heads, fan rooms, passages and other spaces as required to match the new berthing compartments and work shops. Towards the end of EISRA, weekly MIDWAY Zone Inspections were reinstituted with computer support from Safety/3M's own Z-120 computer.

(5) (U) As an extra collateral duty, 3M repaired over 10 micro-computer systems for other departments during the year and provided technical computer assistance many times.

7. (U) DECK DEPARTMENT:

a. (U) Deck Department highlights for 1986 began with a very successful EISRA from April 2 to November 28 during which the ship's single probe fuel receivers were replaced by double probe receivers. That was followed by an outstanding Training Readiness Evaluation which found Deck Department with only three discrepancies.

b. (U) While underway, Deck Department safely anchored 6 times and completed 24 safe UNREPS:

(1) (U) 15 fueling - at sea

(2) (U) 5 connected replenishments

(3) (U) 4 fueling escorts

c. (U) Individual UNREPS included: HASSAYAMPA (3); KILAUEA (2); PASSUMPSIC (8); SPICA (2); PONCHATOUA (3); TOWERS (3); COCHRANE (1).

d. (U) During EISRA 86-210 over 7,800 gallons of paint were expended in painting and preserving MIDWAY.

e. (U) Deck Department improved the habitability of MIDWAY by rehabilitating it's new berthing and heads.

8. (U) MEDICAL DEPARTMENT:



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a. (U) MIDWAY's Medical Department provided a full range of medical services and support to the officers and men of MIDWAY, CVW-5, embarked staffs and Battle Group ALFA. Five Medical Officers, 1 Medical Administrative Officer, 1 Nurse Anesthetist and 28 Hospital Corpsman provided this medical care with no significant loss of services or capabilities during the period.

b. (U) During this period the department instituted several programs aimed at ensuring quality medical care.

(1) (U) "Tinker Taylor" Program for Battle Group ALFA.

(2) (U) Training for Health Care Providers at Naval Hospital, Yokosuka for up to date techniques and latest developments in medical care.

c. (U) Statistics:

Outpatient Visits	12,636
Inpatient Visits	85
Laboratory Tests	9,898
Pharmacy Units	25,262
X-ray Exposures	876
Physical Examinations Performed	886
Surgical Procedures	48
Immunizations	1,509
Audiograms	331
Pulmonary Function Studies	6
HTLV III Virus Screening	4,690

d. (U) Major equipment installed included: Automatic X-ray Processor, Blood Gas Analyzer, Microfiche Reader/Printer, Portable X-ray machine and a LIFEPAK 7 Portable Cardioscope/Defibrillator System.

e. (U) Notable records achieved during this period were:

(1) (U) Received an overall grade of 92 percent on the Medical Administrative Inspection.

(2) (U) Received an overall grade of 98.6 percent on 3-M Inspection.

9. (U) DENTAL DEPARTMENT:

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a. (U) MIDWAY's Dental Department provided comprehensive dental care to the officers and men of MIDWAY, embarked Staffs, Air Wing and Battle group ALFA. Four dental officers and nine dental technicians recorded over 69,000 dental procedures in 1986. An aggressive preventive dentistry program was enhanced through computerization of the annual dental recall system. This resulted in a significant increase in the number of individuals who benefitted from their annually required oral examination, plaque control instructions and topical fluoride application. Major material additions included:

(1) A laminated overhead ceiling

(2) A surgical light utilized during complicated and hard to see surgical procedures.

b. (U) Notable accomplishments included: receiving an overall grade of outstanding during the most recent COMNAVAIRPAC Inspection for both clinical and administrative procedures.

c. (U) During the nine month EISRA period, in addition to providing full-time complete dental services, dental clinic personnel performed a complete rehabilitation of the MIDWAY dental spaces. All spaces were chipped and sanded to bare metal and repainted. All dental equipment was transported from the MIDWAY to the EX-USNS GAFFEY and installed. The equipment was then reinstalled aboard MIDWAY at the end of EISRA. The Dental Department provided virtually uninterrupted quality dental care to the crew and airwing throughout this transition period.

#### 10. (U) TRAINING DEPARTMENT:

a. (U) During 1986, a total of 1,448 Navy-wide advancement examinations were administered to MIDWAY personnel through the Training Department. A total of 87 GED examinations were administered giving MIDWAY a 100 percent crew GED Certificate/High School Diploma qualification. Four (45 classroom hours each) high school courses were offered with a total enrollment of 70, of which 63 completed the courses. Over 500 crewmembers participated in off-duty evening classes offered through the University of Maryland and Central Texas College during EISRA 86-210. A total of 1,185 military/leadership examinations were administered.

b. (U) Approximately 1,550 CONUS and local school requests were processed through the Training Department. Twenty-

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four personnel were advanced under the provisions of the Command Advancement Program (CAP): two to E-6, six to E-5, and sixteen to E-4. A total of 1220 personnel attended MIDWAY Indoctrination Division training and 997 received Cardiopulmonary Resuscitation (CPR) training. Additionally, 2,549 correspondence courses were graded by the Training Department. MIDWAY personnel participated in more than 300 examinations through DANTES program.

11. (U) AIR DEPARTMENT:

a. ~~(C)~~ Statistics for 1986:

MONTH	ARRESTED LANDINGS	CATAPULT LAUNCHES	JP-5 CONSUMED
JAN	422	402	387,955
FEB	1,630	1,589	2,679,243
MAR	1,317	1,377	2,869,424
APR	0	0	97,461
MAY	0	0	0
JUN	0	0	0
JUL	0	0	0
AUG	0	0	0
SEP	0	0	0
OCT	0	0	0
NOV	79	71	74,841
DEC	590	597	339,941
TOTALS	4,038	4,036	6,448,865

b. ~~(C)~~ Arrested Landing Milestones:

300,000	31 JAN 86	F-4S	VF-151	Lcdr (b) (6)
				Lcdr (b) (6)
301,000	12 FEB 86	F-4S	VF-161	Lcdr (b) (6)
				Ltjg (b) (6)
302,000	07 MAR 86	A-7E	VA-56	Lt (b) (6)
303,000	24 MAR 86	F-4S	VF-161	Lt (b) (6)
				Lcdr (b) (6)
303,694	(End Of CY-86 Total)			

12. (U) NAVIGATION DEPARTMENT

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- a. (U) Linear Miles Steamed: 13,623.7
- b. (U) Inport Days: 283 (257 in Yokosuka, 26 days in other ports)
- c. (U) At-sea Days: 82.

12. (U) AVIATION INTERMEDIATE MAINTENANCE DEPARTMENT (AIMD)

a. (U) Production Data:

Month	Components Processed	Components RFI'D	Department RFI Rate %	Rotable Pool Effectiveness
JAN	1,534	1,007	65.6	96.8
FEB	2,902	1,640	66.9	97.2
MAR	2,638	1,709	64.7	96.7
APR-SEP	EISRA 86-210 NO ITEMS PROCESSED ONBOARD			
OCT	222	113	55.9	NO RECORD
NOV	894	575	64.3	NO RECORD
DEC	1,062	716	67.4	95.2

b. (U) Department Inspection/Assist Visits Completed:

Month	Inspection/Visit	Grade
MAR	AIMD Management Inspection	Excellent
OCT	NALC DET West Annual Calibration Lab TALOR Audit	Satisfactory
OCT	COMNAVAIRPAC Annual Micro-Miniature Repair Station Certification	Satisfactory

c. (U) Major Projects Completed:

(1) (U) Set up extensive aircraft component repair and return program, from 1 April through 30 September 1986, between MIDWAY DET sites at MCAS Iwakuni, NAS Cubi PT and NAF Atsugi for continued support of CVW-5. Additionally, CONUS repair sites were also utilized on a very limited basis.

(a) MCAS Iwakuni, Japan (MAG-12/15)

482 Items processed  
330 RFI'd  
68.5 % RFI

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(b) NAS Cubi PT, Philippines

356 Items processed  
202 RFI'd  
56.7% RFI

(c) NAF Atsugi, Japan

1,282 Items processed  
720 RFI'd  
56.2 % RFI

(2) (U) In November completed the F/A-18 and EA-6B ICAP II aircraft transition aboard MIDWAY. Established F/A-18 and EA-6B ICAP II Intermediate Support with the installation of the USM-469 RTS, USM-470 ATS, USM-484 HTS, OJ-510/ALM DTB, OJ-615/ALM TTS, OJ-511B/ALM ETS, OK-441/ALM GT-3, and an additional USN-469 RADCOM and USM-429 CAT III D(V) 1.

(3) (U) Upgraded and recertified the Micro-Miniature Repair workcenter. Installed permanently mounted work station with exhaust systems. Qualified a total of 28 Miniature/Micro-Miniature repair technicians.

(4) (U) Renovated the generator repair workcenter. Installed a fume-tight bulkhead between the rotating and control section of the MA-2 Generator Test Stand to reduce the noise hazard in the workcenter.

(5) (U) Established a new NICAD battery locker and a Lead Acid battery locker with the capabilities to charge any battery onboard MIDWAY including aircraft, support equipment and Damage Control equipment batteries.

(6) (U) Calibration workcenter processed 1,838 items of test and measurement equipment which are not reflected in the overall production statistics.

(7) (U) Expanded the Aircraft Armament Equipment (AAE) stowage capabilities. Constructed additional stowage space in Hangar Bay two in the form of a large platform and remodeled the old soda sotwage area into a large AAE stowage facility.

(8) (U) The AIMD Support Equipment Division accomplished the following:

(a) (U) MIDWAY Support Equipment Shore Maintenance

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Facility (BLDG 1260, Fleet Activities Yokosuka) completed and occupied 7 April. A major corrosion control effort began immediately to recondition all support equipment. One hundred thirty three pieces of SE received corrosion control treatment and repair during EISRA 86. Forty-four items were sent to rework at COMFAIRWESTPAC Support Equipment Repair Facility located at NAF Atsugi, Japan and Naval Air Rework Facility North Island, CA.

(b) (U) Move aboard of MIDWAY's "yellow gear" began late in October. Fifty percent of this equipment was onboard prior to sea trials.

(c) (U) Rework of MIDWAY's forklifts completed by Navy Supply Depot Material Handling Equipment Facility Yokosuka, Japan 25 November.

(d) (U) Late December remainder of "yellow gear" was loaded aboard and SE Division again fully capable of supporting CVW-5 aircraft including the new F/A-18 Hornet Strike-Fighter.

#### 14. (U) EXECUTIVE DEPARTMENT:

a. (U) The Executive Department exceeded the tempo, demand and overall excellence during 1986 over 1985. All workcenters received an "Outstanding" on the AD-MAT inspection in March exemplifying a high degree of khaki involvement and attention to detail by our sailors. The eight month modernization, or EISRA, period had an impact on the department. Personnel excelled in almost all areas, during the April to November modernization, in spite of high demand for timeliness, depth of research and overall quantity of support to this major project. The Captain's Office and Admin teamed up to support not only the intense requirements of the CO and XO, but provided direct administration, tracking, and management support to the EISRA Manager and key personnel. These two workcenters were located in a work facility adjoining the dry docked MIDWAY. All other Executive workcenters were relocated on board the EX-USNS GAFFEY, a barracks ship used during the drydock period. Although relocated, all services were dis-established, then re-established without a lack of service for our sailors. In the postal area 421,598 pounds of mail was handled and \$1,816,232 in money was transacted by postal clerks. In Special Services, the tape library available for crewmember's checkout increased 300 percent. In addition a Father-Daughter Banquet and numerous Ropeyarns were held. One Ropeyarn highlighted a performance by Tanya Tucker. The Career Information and Counseling workcenter

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again captured the COMNAVAIRPAC Golden Anchor Award for Excellence. Counseling and Assistance Center was active in supporting the Alcohol and Drug requirements on MIDWAY with the transfer and reassignment of the CAAC and DAPA Directors. Two replacements were trained and began their critically important jobs. The Print Shop was inactive for most of the modernization period because of limited personnel due to TAD requirements during EISRA. The Personnel Office, although undermanned, transferred 1080 and received 1260 for duty. They also handled over 700 TAD orders, processed over 3000 enlisted evals, and issued over 1,000 ID cards. Despite this workload, customer service improved greatly. In the Public Affairs and Television areas, they too had a banner year. They received three major Navy and DoD awards in television excellence. In addition, the Public Affairs Office won a third consecutive US Forces Japan PA Award, hosted over 700 visitors to MIDWAY, escorted thirty-two media organizations for MIDWAY stories including Cable News Network, and responded to over 150 letters requesting information about the Navy and USS MIDWAY. Overall, the Executive Department had a superlative year, a productive year and set a precedent for future goals.

15. (U) CHAPLAIN DEPARTMENT:

a. (U) The Chaplain Department established a Navy Relief Society shipboard office on MIDWAY. This included training for 4 MIDWAY and 4 CVW-5 personnel provided by Navy Relief, Japan Auxiliary.

b. (U) USNH Yokosuka Family Advocacy Department personnel conducted on board training for Chaplain and Medical Departments in preparation for EISRA 86.

c. (U) Received visits from Rear Admiral A. B. KOENEMAN, Deputy Chief of Chaplains, and Captain Wallace TURNER, Commander Naval Air Pacific Chaplain during EISRA 86-210 inport period.

d. (U) Captain MIXSON, Commanding Officer, presented certificates from Chief Of Chaplains to Lay Readers of six faith groups at the Lay Reader Appreciation Luncheon.

e. (U) The Chaplain Department organized and sponsored two trips to Tokyo Disneyland for 42 orphans and 5 staff from Kamakura Hoikuen and for 42 orphans and 5 staff from Kobo Cottage orphanage.

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f. (U) The Chaplain Department won NIPPON ZENKOKAI Award for outstanding servise to Japanese orphans.

g. (U) The Chaplain Department helped with coordinating Christmas parties for MIDWAY dependent children, 54 orphans from Kobo Cottage and assisted V-2 Division with party for 48 orphans from Kamakura Hoikuen.

h. (U) Appropriate special observances of Dr. Martin Luther KING's Birthday, Black Awareness Month, Easter, POW-MIA, Hanukkah and Christmas were well received.

16. (U) LEGAL DEPARTMENT:

a. (U) The beginning of the new year saw the Legal Department catching up on the inevitable paperwork that accumulated over the holidays and preparing for sea. Sea time saw us preparing for TEAM SPIRIT 86 in March. Participating in the Tinker Tailor Program during TEAM SPIRIT sometimes challenged the Legal Office to accomplish its work with one less attorney facing additional Law of War taskings. After TEAM SPIRIT the Legal Office started preparing for MIDWAY's Extended Incremental Selected Restricted Availability (EISRA) from 1 April to 15 November. Like other carriers in drydock, MIDWAY experienced a substantial increase in disciplinary problems. Because of the expensive economy of Japan resulting from the yen rate, these levels were higher than anticipated. From the arrival of MIDWAY in Yokosuka in April through the last month of EISRA, the following number of disciplinary and administrative proceedings were completed:

(1) (U) NJP's processed:

Cases awarded punishment	420
Department dismissals	415
XO Dismissals	106
CO's Dismissals	12

(2) (U) Administrative Discharges:

Board waived cases	30
Boarded cases	8

(3) (U) SCM's: 5

(4) (U) SPCM's: 27

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- (5) (U) Cases forwarded for GCM's: 3

(6) (U) JAG Investigations: 20

b. (U) A number of JAGMAN Investigations were completed during EISRA; several of which had similar fact patterns. Two investigations involved injuries that resulted from diving into shallow water while under the influence of alcohol. Two investigations involved motorcycle accidents resulting in deaths. Close liaison was maintained between the Investigating Officers and the Legal Office. Command Duty Officers and Department Heads were briefed early in the EISRA to notify Legal regarding potential investigations, both in the area of JAGMAN investigations and in the area of admiralty claims.

c. (U) Unlike other carriers, MIDWAY continues to operate as a team with CVW-5 while inport. For purposes of command advice, the MIDWAY Legal Office continued as the point of contact for CVW-5, even though the squadrons were located more than an hour away at Atsugi.

d. (U) Shortly before the end of EISRA the department was expanded by the assumption of the MAA's, CIO, Brig and Lucky Bag from Executive Department. This resulted in an increase of the administrative demands upon the Legal Officer in the form of 3M, PMS, berthing and supply concerns. The new Legal Department was required to supply Department Duty Officers inport, and the Legal Officer became an inport Assistant Command Duty Officer. In this situation, the existence of a second JAGC Officer as Assistant Legal Officer became crucial to the continued provision of adequate legal services to the command, as this officer was tasked with most of the law-related duties.

e. (U) Return to sea in November and December provided a welcome relief from the drydock period, and an opportunity to begin upgrading the work quality. The return of the Battle Force Staff Judge Advocate allowed improved communication. As with any drydock period, MIDWAY Legal experienced the same "labor pains" felt by every other department onboard ship. As with every other department, and the ship as a whole, however, the Legal Office is now back in shape, and at the "Tip of the Sword".

#### 17. (U) MARINE DETACHMENT:

a. (U) January: The USS MIDWAY (CV-41) spent the beginning of the month in home port Yokosuka, Japan. On the 3rd the Detachment Color Guard performed at the memorial service for

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Petty Officer Second Class Christopher HAYES. On the 7th the ship headed out of Yokosuka, destination: The Republic of the Philippines. During this movement the MIDWAY was the host to a TIGER CRUISE, with the Marine Detachment providing a weapons and equipment display for the young dependents. From the 22nd until the 31st the Detachment enjoyed liberty at Subic Bay.

b. (U) February: After a short at sea period the MIDWAY pulled in for a one day docking and anchorage in Subic Bay. On the way to Thailand, the Prime Minister of Thailand visited the USS MIDWAY (CV-41) and was welcomed by the Detachment Honor Guard. On the 20th through the 27th liberty was enjoyed in Pattaya, Thailand. Many Marines made the special services tour trip to Bangkok.

c. (U) March: The USS MIDWAY participated in Team Spirit 86 and made a port call to Pusan, Korea during 11-15 March. The Detachment Honor Guard and Color Guard manned the rails coming into port and welcomed Korean military and political personnel aboard. On the 16th the Detachment participated in a USS MIDWAY (CV-41) command inspection in Dress Blue Deltas. On the 24th 18 Marines were CPR qualified by corpsmen aboard. The next day through the 28th a general ammunition off load began in the port of Sasebo, Japan. On the 29th the off load was completed and the Detachment Color Guard and Rifle Detail preformed at a burial at sea. The next day the USS MIDWAY (CV-41) pulled into dry dock six in Yokosuka, Japan.

d. (U) April: After moving off ship to various places for berthing, administration and supply, the Detachment Guard assumed control of local security. On the 30th the Marines all qualified during the semi-annual Physical Fitness Test.

e. (U) May: During the second week the First Sergeant and the Detachment Gunnery Sergeant inspected the Dress Blue Delta uniform. On the 31st a formal Dining-In was held at the Chief Petty Officers Club in Yokosuka, Japan. Sixty-five Marines and their guests were in attendance.

f. (U) June: On the 4th Captain E. J. HOFFSTETTER relinquished command to First Lieutenant T. B. ZIELIE at a formal change of command ceremony. The pass-in-review was filmed by Far East Radio and Television Network. The Detachment qualified with the M1911A1 Pistol .45 caliber from the 9th through the 20th of the month. The Yokosuka Bachelors Officer Quarters pool was visited by the Detachment for annual swim qualification on the 23rd and the 24th. The 27th found the Detachment on a ten mile hike around the Yokosuka Naval Base.

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g. (U) July: The USS MIDWAY (CV-41) remained in dry-dock, undergoing repair and modification. The Detachment Guard continued to provide local security throughout the month. First Lieutenant C. T. NELSON joined the Detachment as Executive Officer. During the third week of the month, the Detachment Gunnery Sergeant inspected all hands in both the Dress Blue and Summer Service Alpha Uniforms.

h. (U) August: On 1 August, the Detachment held a 6-mile formation run in boots and utilities around the perimeter of Yokosuka Naval Base. In addition to routine security duties, on 13th August the Detachment provided both a Color Guard and a Ceremonial Honor Platoon for the Chief Maritime Staff, Japanese Maritime Self Defense Force as he dined in the ship's Wardroom aboard the EX-USNS GAFFEY. The Detachment also participated in the annual USS MIDWAY Safety Fair, held on 22 August. Marines presented a static display of infantry weapons, and gave classes in firearms safety.

i. (U) September: Training intensified during this month, despite the continued dry dock period. From 13 to 15 September, in the indoor range at Marine Barracks, Yokosuka, the close combat pistol course was conducted and all hands received the opportunity to fire the M16A1 at Takayama Range 7 on 16 and 17 September. All administrative and support functions were given a courtesy inspection by inspectors from Fleet Marine Force, Pacific on 22 September.

j. (U) October: Yokosuka Naval Base held its annual Japanese-American Friendship Day Parade on 12 October. The Detachment marched in the Friendship Day parade and presented an exhibition of close order drill. On 23 October, the USS MIDWAY began a simulated deployment for several days, allowing the Detachment Guard to intensify their training.

k. (U) November: Sea Trials were held by the USS MIDWAY from 2 to 4 November off the coast of Japan. On 14 November, inspector General of the Marine Corps visited the USS MIDWAY in Yokosuka, evaluating the Marine Detachment. Of 25 functional areas, 17 excellents, 6 above averages and 2 averages were received. The 211th Birthday of the Marine Corps was commemorated on the evening of 15 November with the traditional Birthday Ceremony followed by a formal Ball at the Yokosuka CPO Club. Marines, their ladies and guests of the Detachment attended. On 28 November, the USS MIDWAY returned to sea for further training.

l. (U) December: The USS MIDWAY returned to Yokosuka

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on 6 December in order to prepare for the 7th Fleet Change of Command. On 9 December, the Detachment participated in the Change of Command, providing physical security. The USS MIDWAY sailed again on 10 December, landing in Sasebo. The USS MIDWAY conducted a general on-load of ordnance. The USS MIDWAY returned to Yokosuka on 17 December to begin a holiday leave period, highlighted by the Detachment's Christmas Party on 27 December.

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B.(U) PHOTO HISTORY

(Photos are in separate enclosure)

Date	Occasion
17 January:	Visit by Major General Akio SUZUKI, JASDF, Air Defense Command.
19 February:	Visit by General PremTINSULANONDA, Prime Minister of Thailand.
27 February:	Visit by Admiral Tada DITBANJONG, Royal Thai Navy, Commander in Chief Royal Thai Fleet..
20 March:	Visit by Vice Admiral Paul F. MCCARTHY, USN, Commander Seventh Fleet.
23 March:	Visit by General Jin Kwon CHUNG, ROKA, Chairman Joint Chiefs of Staff; General Hee Do Park, ROKA, Chief of Staff, Republic of Korea Army; Vice Admiral Yong Kun CHONG, ROKN, First Vice Chief of Naval Operations; and Lieutenant General Dong Yul SUH, ROKAF, Vice Chief of Staff, Republic of Korea Air Force.
02 April:	Shinto Priest ceremony aboard MIDWAY commemorating beginning of EISRA 86-210.
19 April:	Visit by Rear Admiral W. Ivan LEWIS, USN, Commander Navy Logistics Force U.S. Pacific Fleet.
30 April:	Visit by Vice Admiral James E. SERVICE, USN, Commander Naval Air Forces U.S. Pacific Fleet.
20 June:	MIDWAY in Dry Dock Nr 6 at Fleet Activities, Yokosuka, Japan.

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07 July: Visit by Rear Admiral Dennis M. BROOKS, USN,  
Prospective Commander Carrier Group FIVE/CTF 70.

09 July: Rope Yarn Gala for the crew and dependents  
with Country and Western Singer Ms.Tanya  
TUCKER.

11 July: Vice Admiral K. KOGA, JMSDF, Commander in  
Chief, Self Defense Fleet.

5 August: Visit by Vice Admiral James LYONS, USN,  
Commander in Chief, Pacific Fleet.

7 August: Visit by Vice Admiral James E. SERVICE, USN,  
Commander Naval Air Pacific.

19 September: Visit by Rear Admiral William O. STUDEMAN,  
USN, Director of Naval Intelligence.

28 November: First F/A-18 HORNET (CHIPPY NR 100) piloted  
by CDR Pat MONEYMAKER, Commanding Officer  
VFA-195, lands aboard MIDWAY

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